SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

FOR THE

TUCSON DIVISION

106

To Take Effect Sunday, May 3, 1936, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

WM. WILSON,
Superintendent.

WELLTON SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 106 May 3, 1936	Distance from Phoenix	FIRST CLASS				THIRD CLASS
	848 Freight	846 Freight	902 Freight	844 Freight	842 Freight	2 Sunset Limited	12 Apache	4 Golden State Limited	6 Argonaut				1 Sunset Limited	11 Apache	5 Argonaut	3 Golden State Limited	901 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTYP	8.55 PM	3.15 PM	1.30 PM	9.10 AM	4.30 AM	5.05 PM	4.45 PM	4.20 AM	4.10 AM	732.7	TO-R YUMA D.T.	174.3	s 10.40 AM	s 3.15 PM	s 12.40 AM	s 1.10 AM	11.45 PM
258 P	9.10	3.30	1.45	9.25	4.45	5.15	4.55	4.30	4.20	737.5	4.8 EAST YARD	169.5	10.30	3.05	12.30	1.00	11.30
67 P	9.15	3.35	1.50	9.30	4.50	5.19	4.58	4.33	4.24	740.1	2.6 ARABY	166.9	10.25	3.01	f 12.25	12.55	11.25
72 P	9.21	3.41	1.56	9.36	4.56	5.23	5.02	4.37	4.28	743.7	3.6 FORTUNA	163.3	10.20	2.56	12.20	12.50	11.15
67 P	9.26	3.46	2.01	9.41	5.01	5.26	5.05	4.40	4.31	746.6	2.9 BLAISDELL	160.4	10.15	2.51	12.15	12.46	11.05
93 Middle P	9.41	4.01	2.16	9.56	5.16	5.38	f 5.17	4.52	f 4.43	753.5	6.9 DOME D.T.	153.5	10.03	2.39	f 12.03 AM	12.34	10.50
84 Spur P										755.2	1.7 GRANITE SPUR	151.8					
70 Middle P	9.55	4.15	2.30	10.10	5.30	5.49	5.27	5.02	4.53	760.2	5.0 LIGURTA	146.8	9.53	2.29	11.53 PM	12.24	10.35
										767.2	7.0 ADONDE	139.8					
72 WIP	10.20 PM	4.40 PM	2.55	10.35 AM	5.55 AM	6.01	f 5.39 PM	5.13	f 5.05 AM	770.0	2.8 TO WELLTON	137.0	9.40	2.17	11.40 PM	f 12.11	10.15
78 P			3.07			6.09		5.21		775.7	5.7 MING	131.3	9.30	2.08		12.01 AM	9.50
										777.7	2.0 YANO	129.8					
79 P			3.17			6.15		5.27		780.9	3.2 ROLL	126.1	9.24	2.02		f 11.54 PM	9.34
34 Spur P										788.3	7.4 TYSON	118.7					
79 P			3.37			6.28		5.40		793.2	4.9 GROWLER	113.8	9.10	1.48		11.40	9.15
81 P			3.55			6.38		5.50		802.5	9.3 KOFA	104.5	9.00	1.38		11.29	9.01
79 P			4.15			6.49		6.01		812.7	10.2 HORN	94.3	8.49	f 1.27		11.18	8.45
80 WOP			4.40			f 6.59		6.11		822.3	9.6 TO HYDER	84.7	8.39	f 1.17		f 11.07	8.30
78 P			5.00			7.12		6.22		831.1	8.8 MONTEZUMA	75.9	8.29	1.06		10.56	8.14
78 P			5.10			7.18		6.28		836.8	5.7 PAPAGO	70.2	8.23	1.00		10.50	8.05
81 P			5.20			7.23		6.33		841.1	4.3 SADDLE	65.9	8.18	12.55		10.45	7.58
79 P			6.10			**7.36**		6.46		849.4	8.3 A.B.S. HARQUA	57.6	8.06	12.43		10.32	**7.36**
78 P			6.15			7.38		6.48		851.0	1.6 GILLESPIE	56.0	8.04	12.41		10.30	7.25
P										856.0	5.0 CRAG	51.0					
81 P			6.35			7.49		6.59		861.3	5.3 ARLINGTON	45.7	7.53	12.30		10.19	7.10
78 P			**6.50**			7.54		7.04		865.7	4.4 DIXIE	41.3	7.48	12.25		f 10.12	**6.50**
12 Spur P										867.6	1.9 HASSAYAMPA	39.4					
6 Spur										870.2	2.6 PALO VERDE	36.8					
78 P			7.00			8.00		7.10		871.5	1.3 CONGER	35.5	7.42	12.19		10.04	6.38
81 WP			7.20			f 8.08		7.16		875.7	4.2 TO BUCKEYE	31.3	7.31	12.10		s 9.52	6.30
78 P			7.35			8.16		**7.23**		881.7	6.0 LIBERTY	25.3	**7.23**	12.02 PM		9.41	6.18
P										884.9	3.2 NORTON	22.1					
79 YP			7.49			f 8.27		7.32		889.7	4.8 LITCHFIELD	17.3	7.13	11.53 AM		f 9.31	6.05
97 P			7.55			8.31		7.36		893.0	3.3 CASHION	14.0	7.09	11.49		f 9.24	5.59
53 P			7.59			8.34		7.39		894.9	1.9 COWDEN	12.1	7.06	11.46		9.20	5.55
8 Spur										895.7	0.8 TOLLESON	11.3				f	
65 P										896.3	0.6 JEAN	10.7					
77 P			8.10			8.39		7.44		898.1	1.8 FOWLER	8.9	7.01	11.41		9.12	5.48
57 P			8.20			8.43		7.48		902.0	3.9 CAMPO	5.0	6.57	11.37		9.07	5.40
80			8.25			8.47		7.52		904.0	2.0 23rd AVE PHOENIX	3.0	6.53	11.33		9.03	5.35
										905.5	1.5 CROSSING—AT&SF WYE	1.5					
Yard BKP						s **8.55** PM		s 8.00 AM		906.0	0.5 R PHOENIX D.T.	1.0	6.45 AM	11.25 AM		**8.55** PM	
Yard BKWOTYP			8.40 PM							907.0	1.0 TO-R PHOENIX YARD	0.0					5.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.25) 26.33	(1.25) 26.33	(7.10) 24.32	(1.25) 26.33	(1.25) 26.33	(3.50) 45.21	(0.54) 41.44	(3.40) 47.26	(0.55) 40.69		Time over district Average speed per hour		(3.55) 44.25	(3.50) 45.21	(1.00) 37.30	(4.15) (40.74)	(6.25) 27.16

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
4	Buckeye, Litchfield	Receive (revenue)	Station scheduled to stop.	Los Angeles
4	Buckeye, Litchfield	Discharge (revenue)		

Additional Stations: Camel M. P. 827.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge	Yuma where scheduled to stop	East of El Paso
11	Buckeye	Receive-Discharge		Phoenix
3	Any Station	Discharge		Phx. Line St'ns & El Paso

PICACHO SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco			Time Table No. 106 May 3, 1936		Distance from Tucson	FIRST CLASS					THIRD CLASS
	904	858	856	854	852	2	12	376	4	6							1	11	377	3	5	903
	Freight	Freight	Freight	Freight	Freight	Sunset Limited	Apache	Motor	Golden State Limited	Argonaut							Sunset Limited	Apache	Motor	Golden State Limited	Argonaut	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKP						9.10PM		8.50AM	8.15AM		906.0	A. B. S.	R	PHOENIX	D. T.	121.0	s 6.35AM	s 11.15AM	s 4.35PM	s 8.40PM		
Yard BKWOTYP	9.30PM					9.16		8.56	8.21		907.0		TO-R	1.0 PHOENIX YARD		120.0	6.29	11.09	4.29	8.34		11.20PM
19 Spur P	9.42					9.24		9.04	8.29		911.1			4.1 KENDALL		115.9	6.21	11.01	4.21	8.26		11.05
11 Spur P								f			911.8			0.7 TOVREA		115.2			f			
87 YP	9.52					f 9.29		s 9.10	f 8.34		914.4		TO	2.6 TEMPE		112.6	6.15	f 10.55	s 4.15	s 8.20		10.50
P	9.57					9.32		9.14	8.37		915.3			0.9 TEMPE JCT.		111.7	6.12	10.51	4.11	8.15		10.40
35 P	10.02					9.35		9.17	8.40		917.1			1.8 NORMAL JCT.		109.9	6.09	10.48	4.08	8.12		10.35
											918.4			1.3 FRANKENBURG		108.6						
36 Spur											918.6			0.2 TEMPE PUMPING PLANT		108.4						
Yard KWYP	**10.20**					s 9.43		s 9.27	f 8.48		921.8		TO	3.2 MESA		105.2	6.01	f 10.40	s 4.00	s 8.04		**10.20**
79 P	10.24					**9.46**		9.30AM	8.51		923.6			1.8 McQUEEN		103.4	5.58	10.35	3.55PM	7.58		**9.46**
22 P											925.4			1.8 TREMAINE		101.6						
40 P	10.29					9.50			8.55		926.1			0.7 FALFA		100.9	5.54	10.31		7.54		9.30
76 P	10.38					f 9.56			f 9.01		929.3		TO	3.2 CHANDLER		97.7	5.49	f 10.26		f 7.49		9.20
35 Spur P	10.42					9.59			9.04		931.0			1.7 POZO		96.0	5.45	10.21		7.44		8.55
81 P	10.47					10.03			9.08		934.3			3.3 SERAPE		92.7	5.41	10.17		7.40		8.45
71 P	10.55					10.08			9.13		939.0			4.7 SANTAN		88.0	5.36	10.12		7.35		8.35
72 P	11.02					10.13			9.18		943.2			4.2 DOCK		83.8	5.31	10.07		7.30		8.25
34 P	11.11					10.19			9.24		948.1			4.9 OLBERG		78.9	5.25	10.01		7.24		8.15
79 P	11.19					10.25			9.30		953.2			5.1 BLACKWATER		73.8	5.19	9.55		7.18		8.00
81 YP	11.27					10.31			9.36		958.2			5.0 POSTON		68.8	5.13	9.49		7.12		7.45
80 WP	11.40					f 10.39			f **9.44**		962.0		TO	3.8 COOLIDGE		65.0	5.08	f **9.44**		f 7.08		7.20
34 P	11.47					f 10.45			9.50		966.4			4.4 RANDOLPH		60.6	5.01	9.32		6.57		7.05
72 P	11.55PM					10.50			9.55		971.4			5.0 TOPAZ		55.6	4.56	9.26		**6.51**		**6.51**
4 Spur P											975.4			4.0 PEAK		51.6						
102 WOYP	12.12AM	9.30PM	3.40PM	10.30AM	3.35AM	11.01	9.40PM		10.06	9.19AM	980.6 937.5		TO	5.2 PICACHO		46.4	4.45	9.15		6.40	f 7.05PM	6.30
73 P	12.22	**9.46**	3.53	10.45	3.50	11.07	**9.46**		10.12	9.25	940.7			3.2 OCATILLA		43.2	4.40	9.09		6.35	6.59	6.16
94 P	12.29	9.56	4.02	10.55	4.00	11.11	9.51		10.16	9.30	944.2			3.5 WYMOLA		39.7	4.36	9.04		6.31	6.54	6.08
73 P	12.36	10.04	4.11	11.04	4.09	11.15	9.56		10.20	9.35	947.9			3.7 MONTROSE		36.0	4.32	8.59		6.27	6.49	6.00
69 WP	12.43	10.12	4.20	11.12	4.17	11.19	10.01		10.24	f 9.41	951.4		TO	3.5 RED ROCK		32.5	4.28	8.54		6.23	f 6.44	5.50
72 P	12.48	10.18	4.26	11.18	**4.25**	11.22	10.04		10.27	9.46	954.3			2.9 AVRA		29.6	**4.25**	8.49		6.20	6.39	5.40
67 P	12.55	10.26	4.33	11.26	4.33	11.27	10.09		10.32	9.51	958.4			4.1 NAVISKA		25.5	4.20	8.44		6.15	6.34	5.30
71 P	1.01	10.33	4.39	11.33	4.40	11.31	10.13		10.36	f 9.56	962.2			3.8 MARANA		21.7	4.16	8.40		6.11	f 6.30	5.21
100 P	1.06	10.38	4.44	11.38	4.45	11.34	10.16		10.39	10.00	964.6			2.4 ROSKRUGE		19.3	4.13	8.36		6.08	6.26	5.16
165 WP	1.11	10.48	4.54	11.48	4.53	11.37	10.19		10.42	f 10.05	966.9			2.3 RILLITO		17.0	4.10	8.33		6.05	f 6.23	5.09
100 P	1.17	10.56	**5.02**	11.56AM	5.01	11.40	10.24		10.45	10.10	969.9			3.0 SABINO		14.0	4.07	8.29		6.02	6.19	**5.02**
67 P	1.22	11.04	5.10	12.04PM	5.09	11.43	10.27		10.48	f 10.14	972.1			2.2 CORTARO		11.8	4.04	8.26		5.59	f 6.16	4.52
100 P	1.27	11.12	5.18	12.12	5.17	11.46	10.30		10.51	10.18	974.7			2.6 KINO		9.2	4.01	8.22		5.56	6.12	4.45
67 P	1.32	11.19	5.26	12.19	5.24	11.49	10.33		10.54	f 10.22	977.4			2.7 JAYNES		6.5	3.58	8.18		5.53	f 6.08	4.38
P	1.38	11.26	5.34	12.26	5.31	11.53PM	10.37		10.58	10.27	981.2			3.8 STOCKHAM	D. T.	2.7	3.53	8.13		5.48	6.03	4.30
P											982.8			1.6 SOUTH LINE JCT.		1.1						
Yard BKWFITYP	1.50AM	11.40PM	5.50PM	12.40PM	5.45AM	s 12.01AM	s 10.45PM		s 11.05AM	s 10.35AM	983.9		TO-R	1.1 TUCSON		0.0	3.45AM	8.05AM		5.40PM	5.55PM	4.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(121.0)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
	(4.20) 27.69	(2.10) 21.42	(2.10) 21.42	(2.10) 21.42	(2.10) 21.42	(2.51) 42.46	(1.05) 42.83	(0.40) 26.40	(2.50) 42.82	(1.16) 36.63				..........Time over district........ ....Average speed per hour......			(2.50) 42.71	(3.10) 38.21	(0.40) 26 40	(3.00) 40.33	(1.10) 39.77	(7.00) 17.14

At Picacho schedule time and train orders apply at junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
1	Coolidge Chandler Mesa Tempe	Discharge (revenue) Receive (revenue)	Yuma	Tucson
11	Any Station Tucson to Picacho inc.	Receive	Phoenix Line Stations (only)	
3	Any Station	Receive-Discharge	Phoenix Line Stations (only)	El Paso

WELLTON SUBDIVISION

EASTWARD / WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco			Time Table No. 106 May 3, 1936		Distance from Gila	FIRST CLASS
	848 Freight	846 Freight	844 Freight	842 Freight	12 Apache	6 Argonaut				STATIONS			5 Argonaut
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily
72 WIP	10.20PM	4.40PM	10.35AM	5.55AM	5.39PM	5.05AM	770.0	A. B. S.	TO	WELLTON	D.T.	85.7	s 11.40PM
										3.1			
73 P	10.30	4.50	10.45	6.05	5.45	5.11	773.1			ASHER		82.6	11.30
										3.3			
67 P	10.37	4.57	10.52	6.12	5.50	f 5.16	776.4			TAONA		79.3	f 11.24
										3.7			
73 P	10.44	5.04	10.59	6.19	5.54	5.20	780.1			GAEL		75.6	11.18
										3.7			
67 P	10.51	5.11	11.06	6.26	5.59	5.25	783.8			COLFRED		71.9	11.13
										4.8			
69 P	**11.06**	5.20	11.15	6.35	6.05	5.31	788.6			PEMBROKE		67.1	**11.06**
										4.0			
W88 E70 P	11.22	5.35	11.30	6.50	6.11	f 5.38	792.6		TO	MOHAWK		63.1	f 10.59
										3.3			
67 P	11.32	5.45	11.40	7.00	6.16	5.43	795.9			KIM		59.8	10.52
										4.6			
67 P	11.40	5.53	11.48	7.08	6.21	5.49	800.5			STOVAL		55.2	10.45
										5.7			
92 P	11.49	6.03	11.58AM	7.18	6.27	f 5.56	806.2			MUSINA		49.5	f 10.38
										5.7			
67 WP	11.59PM	6.13	12.08PM	7.28	6.34	f 6.08	811.9			AZTEC		43.8	f 10.30
										3.9			
100 P	12.06AM	6.20	12.15	7.35	6.38	6.13	815.8			MUGGINS		39.9	10.22
										3.9			
67 P	12.12	6.26	12.21	7.41	6.42	6.17	819.7			STANWIX		36.0	10.17
										2.3			
72 P	12.16	6.30	12.25	7.45	6.45	6.20	822.0			LAVA		33.7	10.14
										4.1			
W70 E82 WOP	12.40	**6.55**	12.50	8.10	s **6.55**	f 6.30	826.1		TO	SENTINEL		29.6	s 10.07
										3.5			
76 P	12.50	7.06	1.01	8.21	7.00	6.35	829.6			TRIGO		26.1	9.57
										3.5			
67 P	12.57	7.14	1.09	8.29	7.05	6.40	833.1			TARTRON		22.6	9.52
										6.8			
67 P	1.08	7.26	1.21	8.41	7.13	f 6.48	839.9			PIEDRA		15.8	f 9.43
										5.6			
68 P	1.17	7.36	1.31	8.51	7.20	f 6.55	845.5			THEBA		10.2	f 9.35
										4.8			
67 P	1.25	7.45	1.40	9.00	7.26	7.01	850.3			SMURR		5.4	9.29
										5.4			
Yard BKWOTP	1.40AM	8.00PM	1.55PM	9.15AM	s 7.35PM	s 7.10AM	855.7		TO-R	GILA		0.0	9.20PM
										(85.7)			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily
	(3.20) 25.71	(3.20) 25.71	(3.20) 25.71	(3.20) 25.71	(1.56) 44.33	(2.05) 41.14				..........Time over district............ ....Average speed per hour........			(2.20) 36.73

EASTWARD WELLTON SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 106 May 3, 1936 Litchfield Branch STATIONS	Distance from Litchfield Park
79 YP	889.7	LITCHFIELD	5.0
		5.0	
34 22 Spurs	894.7	LITCHFIELD PARK	0.0
		(5.0)	

First class trains meeting at Gila take siding at passenger station.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 106 May 3, 1936 Tempe Branch STATIONS	Distance from West Chandler
P	915.3	TEMPE JCT.	7.7
		2.4	
21	917.7	PETERSON	5.3
		2.4	
53 P	920.1	HELENA	2.9
		2.9	
21 Spur P	923.0	WEST CHANDLER	0.0
		(7.7)	

PICACHO SUBDIVISION

	EASTWARD										WESTWARD
Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 106 May 3, 1936	Distance from Picacho	FIRST CLASS
	858	856	854	852	12	6					5
	Freight	Freight	Freight	Freight	Apache	Argonaut					Argonaut
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily
Yard BKWOTP	6.10PM	12.35PM	7.25AM	12.30AM	7.45PM	7.20AM	855.7	A. B. S.	TO-R GILA	81.8	s 9.10PM
									3.4		
67 P	6.18	12.43	7.33	12.38	7.52	7.27	859.1		COLEDON	78.4	9.03
									6.0		
70 P	6.35	1.00	7.50	12.55	8.01	f 7.37	865.1		BOSQUE	72.4	f 8.56
									4.0		
67 P	6.47	1.12	8.02	1.07	8.08	7.44	869.1		COCAPOS	68.4	8.50
									2.7		
76 P	6.57	1.22	8.12	1.17	8.13	7.49	871.8		SHAWMUT	65.7	8.46
									2.8		
73 YP	7.10	1.35	8.25	1.30	8.18	f 7.55	874.6		TO ESTRELLA	62.9	f 8.42
									4.8		
68 P	7.18	1.43	8.33	1.38	8.23	8.00	879.4		BUCHAN	58.1	8.35
									4.3		
67 P	7.25	1.50	8.40	1.45	**8.28**	f 8.05	883.7		MOBILE	53.8	f **8.28**
									4.7		
67 P	7.33	1.58	8.48	1.53	8.33	8.10	888.4		ENID	49.1	8.18
									4.4		
67 P	7.40	2.05	8.55	2.00	8.38	8.15	892.8		HEATON	44.7	8.12
									5.0		
150 WP	**8.05**	2.25	9.15	2.20	8.46	f 8.23	897.8		TO MARICOPA	39.7	s **8.05**
									5.1		
67 P	8.15	2.35	9.25	2.30	8.53	8.30	902.9		LIRIM	34.6	7.53
									4.8		
72 P	8.25	2.45	9.35	2.40	8.59	f 8.36	907.7		BON	29.8	f 7.47
									4.8		
67 P	8.35	2.55	9.45	2.50	9.05	8.42	912.5		NUNEZ	25.0	7.41
									6.3		
94 WP	8.50	3.07	9.57	3.02	s 9.18	s 8.55	918.8		TO CASA GRANDE	18.7	s 7.33
									4.9		
67 P	9.00	3.16	10.06	3.11	9.24	9.01	923.7		ARIZOLA	13.8	7.23
									4.7		
68 P	9.10	3.25	10.15	3.20	9.29	9.06	928.4		TOLTEC	9.1	7.17
									4.7		
77 P	9.20	3.33	10.23	3.28	9.34	f 9.13	933.1		ELOY	4.4	f 7.11
									4.4		
102 WOYP	9.30PM	3.40PM	10.30AM	3.35AM	9.40PM	f 9.19AM	937.5		TO PICACHO	0.0	7.05PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			81.8		Leave Daily
	(3.20)	(3.05)	(3.05)	(3.05)	(1.55)	(1.59)			................Time over district................		(2.05)
	24.54	26.53	26.53	26.53	42.68	41.24			...............Average speed per hour...............		39.26

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 106 May 3, 1936 Creamery Branch STATIONS	Distance from Normal Jct.
87 YP	914.4	TO	TEMPE	2.1
			1.0	
130 Spur	915.4		CREAMERY	1.1
			1.1	
8 Spur	916.5		NORMAL JCT.	0.0
			(2.1)	

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 106 May 3, 1936 Florence Branch STATIONS	Distance from Florence Jct.
81 YP	958.2	POSTON	6.5
		3.8	
3 Spur P	962.0	PARSONS	2.7
		2.7	
P	964.7	FLORENCE JCT.	0.0
		(6.5)	

PICACHO SUBDIVISION

	EASTWARD					WESTWARD
Capacity of sidings in car lengths	FIRST CLASS	Distance from San Francisco		Time Table No. 106 May 3, 1936 Christmas Branch	Distance from Christmas	FIRST CLASS
	376					377
	Motor					Motor
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
79 P	9.30AM	923.6		McQUEEN	86.9	3.55PM
				3.4		
46	s 9.39	927.0	TO	GILBERT	83.5	s 3.47
				5.0		
27 P	f 9.49	932.0		HIGLEY	78.5	f 3.38
				3.6		
10	f	935.6		GERMANN	74.9	f
				2.5		
15	f	938.1		RITTENHOUSE	72.4	f
				3.5		
55 P	f 10.08	941.6		QUEEN CREEK	68.9	f 3.21
				8.2		
45	f 10.25	949.8		MAGMA	60.7	f 3.07
				6.7		
P	10.38	956.5		FLORENCE JCT.	54.0	2.53
				2.5		
28 WP	s 10.48	959.0	TO	FLORENCE	51.5	s 2.48
				0.5		
6 Spur		959.5		STANCO	51.0	
				2.3		
		961.8		BARR	48.7	
				4.9		
		966.7		MUNN	43.8	
				1.6		
		968.3		DIVERSION	42.2	
				0.7		
27	f 11.08	969.0		PRICE	41.5	f 2.27
				6.2		
27 P	f 11.23	975.2		COCHRAN	35.3	f 2.12
				4.5		
	f	979.7		BUTTES	30.8	f .
				3.4		
26 P	11.43	983.1		ZELLWEGER	27.4	1.52
				1.5		
2 Spur	11.47	984.6		WOOLEY	25.9	1.48
				3.2		
Yard P	s 11.58AM	987.8		RAY JUNCTION	22.7	s 1.40
				1.2		
		989.0		ERMAN	21.5	
				5.9		
32 P	f 12.15PM	994.9		BRANAMAN	15.6	f 1.23
				4.3		
Y		999.2		BURNS WYE	11.3	
				0.5		
36	12.26	999.7		BURNS	10.8	1.12
				0.5		
Yard WOP	s 12.30	1000.2		HAYDEN JCT.	10.3	s 1.10
				1.9		
17 KP	s 12.40	1002.1	TO	HAYDEN	8.4	s 1.05
				1.4		
15 P	s 12.45PM	1003.5		WINKELMAN	7.0	1.00PM
				1.2		
		1004.7		ROCK QUARRY	5.8	
				2.3		
		1007.0		FINNEY	3.5	
				2.4		
		1009.4		RUDO	1.1	
				1.1		
43 P		1010.5		CHRISTMAS	0.0	
	Arrive Daily Ex. Sunday			(86.9)		Leave Daily Ex. Sunday
	(3.15)			..................Time over district..................		(2.55)
	24.58			...............Average speed per hour...............		27.39

Rule S-72 Exception, No. 376 is superior to No. 377

First class trains meeting at Gila take siding at passenger station.
At Picacho schedule time and train orders apply at junction switch.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 106 May 3, 1936 Nogales Branch	Distance from Nogales	FIRST CLASS		THIRD CLASS
	870		378					379		871
	Freight		Mexican Express					Mexican Express		Freight
	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00 AM		11.10 AM	983.9	TO-R	TUCSON	65.9	s 4.45 PM		4.20 PM
						0.8				
				984.7		T. & N. R. R. JCT.	65.1			
						2.2				
P	6.15		11.22	986.9		SOUTH LINE CROSSING	62.9	4.32		4.05
						3.0				
60 P	6.25		f 11.28	989.9		AGUIRRE	59.9	f 4.26		3.55
						3.9				
60 P	6.35		11.34	993.8		XAVIER	56.0	4.20		3.45
						4.8				
60 P	6.45		11.42	998.6		FELIX	51.2	4.12		3.35
						3.8				
120 P	7.00		f 11.49	1002.4		SAHUARITA	47.4	f 4.05		3.25
						4.6				
P	7.10		11.57 AM	1007.0		HARTT	42.8	3.57		3.15
						3.4				
13 P	7.20		f 12.03 PM	1010.4		CONTINENTAL	39.4	f 3.51		3.05
						1.7				
63 P	7.27		12.06	1012.1		MORALES	37.7	3.48		3.00
						1.5				
				1013.6		HACKETT	36.2			
						2.7				
62 P	7.40		f 12.13	1016.3		CANOA	33.5	f 3.41		2.50
						4.8				
62 P	7.55		s 12.23	1021.1	TO	AMADO	28.7	s 3.32		2.40
						4.5				
61 P	8.05		f 12.31	1025.6		CHAVEZ	24.2	f 3.24		2.25
						2.5				
			f	1028.1		SOTOS CROSSING	21.7	f		
						1.5				
61 P	8.20		f 12.38	1029.6		TUBAC	20.2	f 3.17		2.15
						4.6				
62 P	8.30		f 12.46	1034.2		OTERO	15.6	f 3.09		2.05
						3.2				
62 P	8.40		f 12.51	1037.4		SILVA	12.4	f 3.04		1.57
						2.7				
95 Spur P	8.50		f 12.56	1040.1		CALABASAS	9.7	f 2.59		1.50
						2.4				
7				1042.5		PLOMO	7.3			
						7.3				
Yard BKWFTP	9.30 AM		s 1.20 PM	1049.8	TO-R	NOGALES	0.0	2.35 PM		1.25 PM
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			(65.9)		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday
	(3.30) 18.83		(2.10) 30.42			Time over district Average speed per hour		(2.10) 30.42		(2.55) 22.59

Rule S-72 Exception, No. 378 is superior to No. 379.

EASTWARD BOWIE SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 106 May 3, 1936 Globe Branch	Distance from Live Oak	FIRST CLASS		SECOND CLASS
	884		382					381		883
	Local Freight		Motor					Motor		Local Freight
	Leave Daily Ex. Sunday		Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Saturday
Yard BKWYFP	8.00 AM		2.55 PM	1098.4	TO-R	BOWIE	136.4	s 12.20 PM		2.50 PM
						9.5				
56 P	8.25		3.13	1107.4		ESCALA	126.9	11.54 AM		2.25
						5.1				
P				1112.5		ARKILL	121.8			
						5.3				
44 P	8.50		f 3.29	1117.8		TANQUE	116.5	f 11.35		2.00
						7.3				
50 P	9.05		3.40	1125.1		HAECKEL	109.2	11.22		1.40
						7.5				
55 P	9.25		s 3.53	1132.6	TO	SOLOMON	101.7	s 11.10		1.25
						2.7				
20				1135.3		LONE STAR	99.0			
						2.2				
53 WP	10.20		s 4.06	1137.5	TO	SAFFORD	96.8	s 10.59		1.05
						3.1				
34 P	**10.48**		s 4.15	1140.6	TO	THATCHER	93.7	s **10.48**		12.35
						2.5				
5			f	1143.1		CENTRAL	91.2	f		
						2.5				
27 YP	11.15		s 4.26	1145.6	TO	PIMA	88.7	s 10.38		12.20
						1.1				
66 P	11.23		4.30	1146.7		DUBLIN	87.6	10.34		12.10 PM
						2.2				
4			f	1148.9		GLENBAR	85.4	f		
						4.1				
60 P	**11.50 AM**		f 4.41	1153.0		CORK	81.3	f 10.24		**11.50 AM**
						1.8				
2 Spur			f	1154.8		ASHURST	79.5	f		
						4.5				
61 P	12.10 PM		s 4.54	1159.3	TO	FT. THOMAS	75.0	s 10.13		11.15
						4.9				
56 CWP	12.25		f 5.03	1164.2		GERONIMO	70.1	f 10.03		11.00
						5.9				
58 P	12.40		f 5.14	1170.1		BYLAS	64.2	f 9.51		10.45
						6.7				
54 P	12.57		f 5.26	1176.8		CALVA	57.5	f 9.39		10.30
						6.9				
58 P	1.15		5.38	1183.7		NACHES	50.6	9.27		10.15
						7.3				
55 P	1.40		5.54	1191.0		DILI	43.3	9.11		9.50
						6.3				
P			f	1197.2		PERIDOT	37.0	f		
						3.8				
57 WP	2.05		s 6.10	1201.0	TO	SAN CARLOS	33.2	s 8.54		9.25
						6.8				
42 P	2.25		6.24	1207.8		REPPY	26.4	8.41		9.05
						5.7				
43 P	2.45		f 6.38	1213.5		CUTTER	20.7	f 8.31		8.50
						5.8				
21 P	3.05		6.58	1219.3		PINAL	14.9	8.19		8.35
						2.2				
Yard BKWFTP	3.20 PM		s 7.05 PM	1221.5	TO-R	GLOBE	12.7	8.10 AM		8.20 AM
						2.5				
5				1224.0		HAMM	10.2			
						1.3				
				1225.3		KINGDON	8.9			
						0.9				
13 P				1226.2		RADIUM	8.0			
						1.1				
3 Spur				1227.3		BURCH	6.9			
						2.0				
P				1229.3		KISER	4.9			
						0.9				
16				1230.2		CLAYPOOL	4.0			
						1.7				
Yard WYP				1231.9	TO-R	MIAMI	2.3			
						1.1				
				1233.0		INSPIRATION JCT.	1.2			
						1.2				
				1234.2		LIVE OAK	0.0			
	Arrive Daily Ex. Sunday		Arrive Daily			(136.4)		Leave Daily		Leave Daily Ex. Saturday
	(7.20) 16.87		(4.10) 29.69			Time over district Average speed per hour		(4.10) 29.69		(6.30) 19.03

EASTWARD — BOWIE SUBDIVISION — WESTWARD

		SECOND CLASS								FIRST CLASS							Time Table No. 106 May 3, 1936				FIRST CLASS				
Capacity of sidings in car lengths		964	866	864	962	960	862			12	4	6	2	Distance from San Francisco			STATIONS			Distance from Lordsburg	5	1			
		Freight	Freight	Freight	Freight	Freight	Freight			Apache	Golden State Limited	Argonaut	Sunset Limited								Argonaut	Sunset Limited			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily			
Yard BKWFTYP		4.25PM	3.45PM	7.30AM	7.00AM	1.00AM	12.50AM			11.05PM	11.20AM	10.55AM	12.18AM	983.9	A. B. S.	TO-R	TUCSON	0.8	Track No. 2						
														984.7			T. N. R. R. JCT.	2.7							
2 Spur		4.38	3.58	7.43	7.13	1.13	1.03			11.15	11.30	11.05	12.28	987.4			POLVO	3.3							
66 P		4.46	4.05	7.50	7.21	1.21	1.10			11.20	11.35	11.10	12.33	990.7			WILMOT	3.1							
66 P		4.55	4.13	7.58	7.30	1.30	1.18			11.26	11.41	11.16	12.38	993.8			RANKIN	4.8							
67 P		5.07	4.23	8.08	7.42	1.42	1.28			11.34	11.49	f 11.24	12.45	998.6			ESMOND	4.7							
66 P		5.20	4.35	8.20	7.55	1.55	1.40			11.42	11.57AM	f 11.32	12.52	1003.3			VAIL	5.2							
66 P		5.33	4.47	8.32	8.08	2.08	1.52			11.52	12.07PM	11.42	1.02	1008.5			IRENE	4.1							
84 WP		5.56	4.57	8.42	8.31	2.31	2.02			11.59PM	12.14	f 11.50	1.09	1012.6			PANTANO	3.5							
66 P		6.06	5.06	8.51	8.41	2.41	2.11			12.05AM	12.20	11.56AM	1.15	1016.1			BUELL	3.6							
66 P		6.16	5.15	9.00	8.51	2.51	2.20			12.12	12.27	12.03PM	1.22	1019.7			AMOLE	3.9							
E94 W81 CIYP		6.30PM	5.30	9.15	9.05AM	3.05AM	2.35			12.20AM	12.35PM	f 12.11	1.30	1023.6		TO-R	MESCAL	4.6		124.7	f 4.30PM	2.30AM			
81 P			5.40	9.25			2.45					12.18	1.36	1028.2			CHAMISO	4.4		120.1	4.21	2.21			
E125 W74 KW-OYP			6.00	9.45			3.05					s 12.30	f 1.45	1032.6		TO	BENSON	3.2		115.7	s 4.11	s 2.10			
66 P			6.12	9.57			3.17					12.37	**1.53**	1035.8			FENNER	2.7		112.5	3.59	**1.53**			
87 P			6.23	10.08			3.28					12.44	1.59	1038.5			CURVO	2.5		109.8	3.53	1.44			
78 WP			6.34	10.19			3.39					f 12.52	2.05	1041.0			SIBYL	2.9		107.3	f 3.47	1.38			
66 P			6.43	10.28			3.48					12.58	2.10	1043.9			TULLY	3.4		104.4	3.42	1.33			
66 P			6.52	10.37			3.57					1.05	2.16	1047.3			OCHOA	3.5		101.0	3.36	1.27			
66 P			7.01	10.46			4.06					1.11	2.22	1050.8			LANCHA	3.1		97.5	3.31	1.21			
E69 W68 YP			7.14	10.59			4.19					s 1.19	2.27	1053.9		TO	DRAGOON	4.4		94.4	s 3.27	1.16			
86 P			7.26	11.11			4.31					1.25	2.33	1058.3			MANZORO	5.6		90.0	3.18	1.07			
94 P			7.35	11.20			4.40					s 1.34	2.39	1063.9		TO	COCHISE	5.7		84.4	f 3.10	12.58			
66 P			7.44	11.29			4.49					1.41	2.45	1069.6			HADO	5.1		78.7	3.02	12.50			
70 WP			8.00	11.45			5.05					s 1.50	2.51	1074.7		TO	WILLCOX	4.7		73.6	s 2.55	12.43			
64 P			8.12	11.57AM			5.17					1.57	2.57	1079.4			DRURY	3.2		68.9	2.45	12.35			
105 P			8.23	12.08PM			5.28					f 2.03	3.02	1082.6			RASO	5.1		65.7	f 2.40	12.30			
68 P			8.32	12.17			5.37					2.10	3.09	1087.7			ALRICH	3.3		60.6	2.32	12.22			
66 P			8.38	12.23			5.43					2.15	3.14	1091.0			LUZENA	3.5		57.3	2.25	12.15			
66 P			8.44	12.29			5.49					**2.20**	3.19	1094.5			CHOLLA	3.9		53.8	**2.20**	12.10			
E116 W121 KW-FYP			9.05	12.50			6.10					s 2.40	s 3.31	1098.4		TO-R	BOWIE	4.2		49.9	s 2.10	s 12.03AM			
66 P			9.17	1.02			6.22					2.47	3.37	1102.6			HOLT	4.0		45.7	1.53	11.49PM			
66 P			9.25	1.10			6.30					f 2.52	3.42	1106.6			OLGA	3.6		41.7	f 1.48	11.44			
66 P			9.32	1.17			6.37					2.57	3.47	1110.2			KARRO	4.0		38.1	1.43	11.39			
66 BKW-FYP			9.39	1.24			6.44					s 3.04	3.52	1114.2		TO	SAN SIMON	3.4		34.1	s 1.38	11.34			
66 P			9.53	**1.33**			6.58					3.09	3.57	1117.6			BAWTRY	4.2		30.7	f **1.33**	11.29			
77 P			10.05	1.46			7.10					3.18	4.05	1121.8			VANAR	3.2		26.5	1.27	11.23			
74 P			10.17	1.59			7.22					3.26	4.13	1125.0			CAVOT	3.9		23.3	1.22	11.18			
E68 W74 YP			10.39	2.24			7.44					f 3.38	4.24	1128.9			STEINS	3.8		19.4	f 1.14	11.10			
65 P			10.49	2.34			7.54					3.44	4.29	1132.7			MONDEL	3.8		15.6	1.08	11.03			
65 P			**10.58**	2.43			8.03					3.49	4.34	1136.5			CONRAD	4.3		11.8	1.03	**10.58**			
66 P			11.08	2.53			8.13					f 3.55	4.40	1140.8			GARY	3.1		7.5	f 12.57	10.52			
66 P			11.20	3.05			8.25					4.00	4.45	1143.9			PYRA	4.4		4.4	12.52	10.47			
Yard BKWFTYP			11.30PM	3.15PM			8.35AM					s 4.08PM	s 4.53AM	1148.3		TO-R	LORDSBURG			0.0	12.45PM	10.40PM			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(164.4)				Leave Daily	Leave Daily			
		(2.05)	(7.45)	(7.45)	(2.05)	(2.05)	(7.45)			(1.15)	(1.15)	(5.13)	(4.35)				Time over District				(3.45)	(3.50)			
		19.06	21.21	21.21	19.06	19.06	21.21			31.76	31.76	31.51	35.87				Average speed per hour				33.25	32.53			

See Rio Grande Division Time Table.

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Yuma	Wm. Baird
Phoenix	H. H. Howard
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Nogales	E. M. Mather
Lordsburg	H. H. Conder
Globe	J. G. Cubitto
Miami	J. G. Cubitto, Jr.

RULES 10 (G) and 10 (H). On double track between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14. Other engine whistle signals:

For diverging route, one short, one long, one short.

For siding, one long, one short, one long.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Trains on Second Main Track Phoenix Yard to Kendall.
Normal Jct., Trains on Creamery Branch.
Florence Jct., Trains on Florence Branch.
Picacho, Trains on Phoenix Line.
Trains leaving these junctions in opposite direction use 14 (e).

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

Wellton, Trains on Phoenix Line.
Litchfield, Trains on Litchfield Branch.
Trains on Second Main Track Kendall to Phoenix Yard.
Tempe, Trains on Creamery Branch.
Tempe Jct., Trains on Tempe Branch.
McQueen, Trains on Christmas Branch.
Poston, Trains on Florence Branch.
T. & N. R. R. Jct., Trains on Nogales Branch.
Mescal, Trains on Rio Grande Division.
Bowie, Trains on Globe Branch.
Trains leaving these junctions in opposite direction use 14 (d).

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULES 72 and 73. Second class and extra trains may run ahead of first class trains Phoenix to Phoenix Yard.

Third class and extra trains may run ahead of No. 377 from McQueen to Mesa, and from Tempe Jct. to Tempe.

RULES S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83.

East Yard, Rule 83, as it applies to the passing from double to single track, is modified: If identification of trains on double track is made between Yuma and East Yard it will not be necessary to obtain a train order check of the same trains before passing from double to single track.

Dome, Rule 83 will not apply at end of double track, provided a prior check has been obtained or if identification made between Wellton and Dome.

Phoenix, trains may identify each other on double track and on second main track and main track between Phoenix Yard and Kendall.

Stockham, Rule 83, as it applies to the passing from double to single track is modified: If identification of trains on double track is made between Tucson and Stockham it will not be necessary to obtain a train order check of the same trains before passing from double to single track.

Trains moving in opposite directions must reduce speed sufficiently to permit identification, and Rule 14 (k) must be applied in each of these modifications of Rule 83.

RULE 83 (A). At the following stations, only the trains indicated will register.

Phoenix—First class trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard	First class trains
Mescal	All trains

Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for operator for registration.

RULE 83 (D) will not apply at Mescal. Trains will be governed by the train order signal.

Rio Grande Division trains originating Tucson will be cleared on separate Tucson and Rio Grande Division clearances and will receive their train orders applying to Rio Grande Division.

RULE 93.

Yard limits are established at the following stations:

Yuma
Phoenix
Mesa
Ray Jct.
Hayden Jct.
Gila
Tucson
Nogales
Benson
Bowie
Lordsburg
Safford
Globe
Miami

Portions of main track not protected by automatic block signals are located and described as follows:

Phoenix—Freight main track. Eastward between "Block signal limit" sign on mile post 905.8 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and home signal 9055.

Union Station tracks—Eastward between "End of block" sign opposite dwarf light signal 9059 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and dwarf light signal 9059.

Tucson—Passenger track No. 2 (first track north of station), and passenger track No. 1 (second track north of station). Eastward between "End of block" sign at mile post 983.6 and dwarf light signal 9838. Westward between "End of block" sign opposite dwarf light signal 9838 and home signal 9835. Main track (third track north of station) between "End of block" sign at mile post 984.1 and home signal 9835.

Comply with third paragraph Rule 93 within these specified limits.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

South Line Crossing.—Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

RULE 103-A

Yuma—Trains and engines must stop and be preceded by a flagman before crossing 1st, 2d, 3rd, and 4th Streets. Engines must be attached to cars handled over crossings.

A flagman must precede all movements over:
Tempe (Creamery Branch), Mill Ave. and 8th St.
Tucson, Congress St.
Nogales, Court and Park Sts.
Globe, Mesquite, Hackney, and Murphy Sts.
Miami, Mills St., Latham Blvd., and Adonis Ave.

RULE 103-B.

Back-up hose must be used by yard engines making back up movements with cars:

Tucson, between North and South yards.
Globe, when delivering cars to O. D. Co. transfer.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

East Yard	Oil buffer spring switch end double track, for trains entering the double track.
Dome	Oil buffer spring switch at end of double track, for trains entering double track.
Phoenix Yard	Oil buffer spring switch at west end freight main and Union Station tracks, for Union Station. Oil buffer spring switch at east end double track, for trains entering the double track.
McQueen	Christmas Branch, for Christmas Branch from siding.
Picacho	Operators, when on duty, will handle switches near train-order office for movements to and from Phoenix Line and siding.
Stockham	Oil buffer spring switch end double track, for trains entering the double track.

DERAILS IN MAIN TRACK AS FOLLOWS:

Christmas, 250 feet east of west switch.
Nogales, 579 feet west of west switch, may be run through by eastward trains.
South Line Crossing, 165 feet east on South Line.

RULE 105.

FOLLOWING TRACKS ARE DESIGNATED FOR USE AS SIDINGS:

Fowler	Track north of main track.
Ray Junction	Track south of main track.
Mohawk	First track north of main track, eastward trains. Second track north of main track, westward trains.
Sentinel	Track north of main track, westward trains except first class. Track south of main track, eastward trains and westward first class.
Red Rock	Track north of main track.
Benson	Track north of main track, eastward trains. Track south of main track, east of station, westward trains.
Dragoon	Track north of main track, eastward trains. Track south of main track, westward trains.
Bowie	Track north of main track, from west switch to switch just east of station, eastward trains. Track north of main track, from east switch to switch just east of station, westward trains.
Steins	First track north of main track, westward trains. Second track north of main track, eastward trains.
San Carlos	First track north of main track.

RULE 221.

Light will not be displayed in train-order signals Christmas, Nogales, and Globe Branches as required by Rule 221 except when train orders are to be delivered.

Trains must obtain clearance before leaving Tempe to or from Creamery Branch, Bowie, Miami.

Trains originating at Phoenix must obtain a clearance before leaving Phoenix Yard. Trains originating Hayden Jct. must obtain a clearance at Hayden.

RULE 221 (A):

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at..........M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. INSTRUCTIONS FOR SETTING HAND BRAKES AT:

Tucson, at least 15 hand brakes must be set on west end and 10 hand brakes on east end of all freight trains arriving North yard. At least 7 handbrakes must be set on west end of each cut of cars in P. F. E. yard, and on S. P. tracks Nos. 1, 2, and 3 at least 15 hand brakes must be set on west end. These brakes must be set with brake club after train or cut has stopped. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

Tucson, on passenger trains after engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

When eastward trains are to meet or wait for opposing trains while occupying main track at Kendall, such trains will stop west of signal 9112.

Eastward trains on second main track will be governed by position of signals 9112 and 9113 before entering main track.

Account no overlap on light signal 9838 located at end of block just east of Tucson yard office, and no overlap on light signal 9841 located just west of car shop on Nogales Branch, trains and engines moving between these signals, also trains and engines moving on what is used as main track between west end of car shed and light signal 9838, must do so with extreme caution.

When a block signal indicates stop on track No. 2, trains may proceed as follows:

Eastward trains Tucson to Mescal will be governed by Rule 509 applicable to double track.

Westward trains Mescal to Esmond will be governed by Rule 509 applicable to single track.

Westward trains Esmond to Tucson will have no block signal protection after passing signal 9978 located one-half mile west of west switch Esmond.

Between Tucson and Polvo, automatic signals are on the left of the track in the direction of movement.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

		M.P.H.
East Yard		30
Dome	(Eastward)	20
	(Westward)	30
Phoenix:	West end freight main and Union Station tracks:	
	(Eastward)	10
	(Westward)	15
	East end double track	
	(Eastward)	15
	(Westward)	10
Stockham	(Eastward)	60
	(Westward)	15

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULE 516. Overlaps located as follows:

Gillespie	Signal	8496.	Eastward trains.
23rd Ave. Phoenix	"	9022.	Eastward trains.
	"	9053 and 9055.	Westward trains.
McQueen	"	9218.	Eastward trains.
Roskruge	"	9626.	Eastward trains.
	"	9657.	Westward trains.
Cortaro	"	9704.	Eastward trains.

INTERLOCKING

WELLTON

The two crossover switches 4,000 feet east and the two crossover switches 400 feet west of station are operated by signal operator.

Limits extend from two-arm signal on Gila Line and two-arm signal on Phoenix Line 4,000 feet east of station to light signal on westward track 400 feet west of station and to two-arm signal on eastward track 1,000 feet west of station.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

Switches and derails to spurs leading from westward main track just west and east of station are hand-thrown. Trains or engines before entering main track from these spurs must receive authority from signal operator.

TUCSON, SIXTH AVENUE

Limits on westward track extend from dwarf signal at derail to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal 500 feet east.

Signals permitted by Rule 628 may be given from tower.

MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from north siding to water and outfit spurs, from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where yellow hand signals cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switch by hand in event the remote control appliance is inoperative.

Whistle signals as follows:

Eastward trains enroute Tucson Division—two short, one long and two short.

Eastward trains enroute Rio Grande Divisions—one long and four short.

Eastward trains for south siding—one short, one long and one short.

Eastward trains south siding to Tucson Division—two short, one long and one short.

Eastward trains south siding to Rio Grande Division—one short, one long and two short.

Westward trains north siding to No. 1 track—two long and two short.

Westward trains Tucson Division enroute No. 1 track—one short and two long.

Westward trains Tucson Division enroute north siding—two short and two long.

Westward Rio Grande Division trains enroute No. 1 track—one long, one short and one long.

Westward Rio Grande Division trains enroute through east crossover and Tucson Division to No. 1 track—one short, two long and one short.

The beginning of the Tucson Division single track is at east switch of west crossover. The beginning of the Rio Grande Division single track is at east switch of east crossover.

TRAIN AND AIR INSPECTION

Freight trains between Yuma and Tucson via either the Gila or the Phoenix lines may run not to exceed a distance of 65 miles and on other lines not to exceed a distance of 55 miles without stopping for inspection. This does not relieve trainmen, however, from making inspection when stops permit and other points specified in time table or whenever it is necessary in the judgment of conductor or engineer.

Freight trains on descending grade must stop five minutes for inspection at:

Saddle or Papago
Ocapos or Bosque
Estrella (Eastward)
Buchan or Estrella (Westward)
Enid (Eastward)
Mescal (Eastward)
Tully or Sibyl
Dragoon
Cochise, Hado, or Willcox
Bowie (Eastward)
Bawtry or San Simon
Steins
Cutter

AIR BRAKE RULE 2. Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16(e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Running air brake test must be made at:

Mohawk
Estrella (Westward)
Harqua (Westward)
Mescal (Eastward)
Dragoon (Westward)
Steins (Westward)
Pinal

AIR BRAKE RULE 17.

Rear end air brake test must be made by freight and mixed trains immediately before departure at:

Buchan or Estrella (Westward)
Mescal (Eastward)
Dragoon
Steins
Pinal

AIR BRAKE RULE 56.

Retainers will be used on grades on freight trains of less than 100 Ms per operative brake, when necessary in the judgment of conductor and engineer and on trains of 100 Ms or more per operative brake as follows:

1.4% to 1.5% incl. one retaining valve for every 150 Ms.
Over 1.5% to 1.8% incl. one retaining valve for every 140 Ms.
Over 1.8% to 2.2% incl. one retaining valve for every 120 Ms.
Over 2.2% incl. one retaining valve for every 100 Ms.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Grades of over 1% located as follows:

PICACHO SUBDIVISION

Hayden Mills to Hayden Junction	2.2%

NORTH LINE—EASTWARD

Mescal to Benson	1.4%
Steins to Mondel	1.4%

WESTWARD

Steins to Bawtry	1.4%
Sibyl to Benson	1.4%

GLOBE BRANCH—EASTWARD

Pinal to Globe		2%
Globe to Kiser	M. P. 1221.6 to 1221.7	1.5%
	M. P. 1222.1 to 1222.8	2%
	M. P. 1226.3 to 1226.7	1.5%
	M. P. 1228.8 to 1229.2	1.4%

WESTWARD

Live Oak to Miami		3%
Miami to Burch	M. P. 1231.0 to 1230.8	1.4%
	M. P. 1229.2 to 1228.8	1.4%
Pinal to Cutter		2.2%

MISCELLANEOUS

1. At Wellton, Aztec, Sentinel, Gila and San Simon, water for locomotive purposes is being treated through water columns. Therefore, when necessary to fill water cars for domestic purposes, water must not be taken through these columns.

Domestic water can be obtained at the water racks at Aztec and Sentinel and at the two water columns at the east end of Sentinel opposite the elevated oil tank, at which columns no treatment is applied.

Westward freight trains take full tank of water at Maricopa and eastward freight trains at Sentinel.

Eastward freight trains take water at Benson unless dispatcher instructs otherwise.

Westward identified and other important freight trains may take water at Sibyl only when it will avoid stopping at Benson. Other westward freight trains will not take water at Sibyl except in case of emergency, and then only sufficient to make Benson.

In all cases where it is necessary to make a short move with heavy freight train to reach water or oil column, including that required to spot second engine of double-headed train, locomotive must be cut off before spotting at column.

One helper may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars. Road engines double-heading or helper engine may be placed on head end of freight train when tonnage handled does not exceed 75 per cent of the total rating of both engines.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.

(e) Engines must not be cut off or coupled to a train while same is in motion.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off steam one-half mile from station.

10. FOLLOWING TRACKS NOT TO BE USED BY 3700 OR HEAVIER CLASS ENGINES

Christmas Branch	(Nor by 3600 class)
Pozo	Spur

FOLLOWING TRACKS MUST NOT BE USED BY 3300 OR HEAVIER CLASS ENGINES

Creamery Branch.
Tempe Branch sidings and spurs.
Christmas Branch sidings and spurs.

FOLLOWING TRACKS MUST NOT BE USED BY 3200 OR HEAVIER CLASS ENGINES

Granite Spur	Spur (except 3600—Class F-1, engines may use tracks No. 1 and 2 between main line switch and high-line switch only).
Maricopa	South leg wye, pump house spur.
Hassayampa	Spur.
Cactus Pit	All tracks.
Tempe	Tempe Milling Co., Phoenix Mill and gravel pit spurs. East leg wye, house track, tracks 2 and 3.
Mesa	McKellips, Standard Oil, and Texas Oil spurs. Shell Oil and Independent Cotton & Oil Co. spurs. Mutual Cotton Oil spur.
Mesa—North Mesa	Spurs.
Christmas Branch between Winkelman and Christmas.	
Nogales Branch.	
Benson	Oil spur, team, south coal, hotel.
Middle yard wye track; except in emergency SP-1, SP-2, F-1, F-3, F-4, F-5, MK-5, MK-6, MK-7, MK-8 and MK-9 class engines may turn on wye, but must head onto east leg.	
Fairbank Branch	Yard and wye.
Willcox	Stock track spur.
Bowie	Oil spur east of west end of pump house.
Lordsburg	Transfer and house tracks, A. & N. M. yard.
Globe Branch.	

FOLLOWING TRACKS MUST NOT BE USED BY ABOVE CLASS ENGINES NOR BY 2500, 2700, 2800, OR 3100 CLASS ENGINES

Blaisdell	Spur.
Wellton	Oil spur.
Tacna	Spur.
Colfred	Spur.
Pembroke	Spur.
Mohawk	West spur.
Stoval	Spur.
Musina	Outfit spur.
Stanwix	Spur.
Sentinel	Oil spur.
Tartron	Spur.
Smurr	Spur.
Coledon	Spur.
Ocapos	Spur.
Estrella	Spur.
Enid	Spur.
Heaton	Spur.
Toltec	Spur, West end of siding.
Eloy	Western Vegetable Lettuce spur.
Picacho	Oil spur.
Buckeye	Cotton Oil and Gin spurs.
South Track between	Tovrea Sewage spur and Salt River bridge.
Creamery Branch	Siding and Rock Quarry spur.
Creamery	Track beyond Creamery plant.
Tempe Pumping Plant	Spur.
Mesa	Drew's spur (Must back in).
Magma	Spur.
Rankin	Spur.
Esmond	Spur.
Vail	Spur.
Irene	Spur.
Pantano	Spur.
Buell	Spur.
Amole	Spur.
Mescal	Outfit spur.
Ochoa	Spur.
Lancha	Spur.
Luzena	Spur.
Bowie	Caboose track.

Engines must not use:
Spurs: Cactus Pit, Outfit; Florence; Burns.

11. Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Station, Phoenix. Yard and light engines must take every precaution possible to avoid delaying first class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

Second main track between east end Phoenix yard and Kendall east switch may be used by freight trains when authorized by train order. Single track rules apply.

No. 4 track west yard Bowie must be kept clear and used for through movement.

15. Westward trains except first class and light engines must not pass crossover switch near signal 9851 Tucson yard without proceed signal from yardman.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express or mail car, or a caboose.

When necessary to handle passenger equipment except official cars in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Club cars handled in head end of main line passenger trains must be of all steel construction.

Engines placing loaded cars on high-line spur track at Granite Spur will not handle more than two loads at one time, using sufficient other cars between the loads and engine to avoid engines passing high-line spur switch.

Entrance to Tovrea Packing Co. plant, Tovrea, protected by gates, which must be kept closed and locked, when not in use.

Between Price and Christmas look out for rock and land slides.

Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

Cars must not be detached in motion to Indian Service spur at Coolidge and spur at Peak.

Look out for cars on west leg of wye Picacho.

Look out for ice and rubbish alongside tracks P. F. E. yard, Tucson.

Between Naches and Peridot look out for rock and land slides.

Engines, except in work train service, must not make continued backward movement between any points when it can be avoided, and must be turned for next service before tying up.

Highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

25. Electric lanterns may be used for displaying white light only.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M. P. H. and freight and mixed trains 35 M. P. H. except as otherwise provided for.
Speed restrictions in miles per hour, will apply as follows; with engines—motors as designated.

Pages	TERRITORY	PASSENGER					FREIGHT	Engines and Motors Backing	Switch Engines S-SE	LIGHT ENGINES RUNNING FORWARD		
		Maximum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	Sp. 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight and Mixed Maximum			T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Sp. 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
	Through interlocking limits with caution. Through crossovers, turnouts except Dome, and two east crossovers Wellton	10	10	10	10	10	10	10	....	10	10	10
2	Yuma-Somerton	15	15	15	....	....	15	15	....	....	15	....
2	Yuma-Somerton trestle over canal at Recl'm't'n H'dq't'rs	8	8	8	....	....	8	8	....	....	8	....
2	Yuma-Yuma yard, (sw. 800 ft. east of subway)	15	15	15	15	15	15	15	15	15	15	15
2	Yuma east sw.—East Yard, Oil buffer spring sw.	60	60	50	40	45	40	30	20	45	35	30
2	East Yard Oil buffer spring switch—M.P.748.58	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 748.58—M. P.755.12	30	30	30	30	30	30	30	....	30	30	30
2	Dome crossovers and turnouts	20	20	20	20	20	20	20	....	20	20	20
2	M. P. 755.12 - 755.78	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 755.78 - 762.88	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 762.88 - Wellton	60	60	50	40	45	40	30	....	45	35	30
2	Wellton east crossovers	20	20	20	20	20	20	20	....	20	20	20
2	Wellton east crossover—M. P. 771	30	30	30	30	30	30	30	....	30	30	30
2	M. P. 771 - 776.36	60	60	50	40	45	40	40	....	45	35	30
2	M. P. 776.36 - 777.78	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 777.78 - 845.94	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 845.94 - 847.28	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 847.28 - 887.42	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 887.42 - 887.61	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 887.61 - 890.53	60	60	50	40	45	40	30	....	45	35	30
4	Litchfield Branch	20	20	20	20	20	20	15	....	20	20	20
2	M. P. 890.53 - 890.78	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 890.78 - 893.54	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 893.54 - 894.48	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 894.48 - Phoenix 19th Ave	60	60	50	40	45	40	30	....	45	35	30
2, 3	Phoenix 19th Ave—18th St	15	15	15	15	15	15	15	....	15	15	15
3	Phoenix yard limits—Kendall (south track)	25	25	25	25	25	25	25	....	25	25	25
3	Phoenix 18th St. - M. P. 912.74	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 912.74 - 913.12	40	40	40	40	40	30	30	....	40	35	30
3	M. P. 913.12 - Tempe	50	50	50	40	45	35	30	....	45	35	30
5	Creamery Branch	20	20	20	20	20	20	15	....	20	20	20
3	Tempe - M. P. 915.79	40	40	40	40	40	25	25	....	40	25	25
4	Tempe Branch	20	20	20	20	20	20	20	....	20	20	20
3	M. P. 915.79 - 920.86	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 920.86 - Mesa	40	40	40	40	40	25	25	....	40	25	25
3	Mesa yard, west switch and east city limits	20	20	20	20	20	20	20	....	20	20	20
3	Mesa Curve M. P. 922	10	10	10	10	10	10	10	....	10	10	10
3	Mesa - M. P. 924.12	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 924.12 - 927.69	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 927.69 - Chandler	60	60	50	40	45	40	30	....	45	35	30
3	Chandler - M. P. 945.49	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 945.49 - M. P. 946.78	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 946.78 - M. P. 958.03	60	60	50	40	45	40	30	....	45	35	30
5	Florence Branch	20	20	20	20	20	20	20	....	20	20	20
3	M. P. 958.03 - M. P. 959.02	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 959.02 - Picacho, west switch wye	60	60	50	40	45	40	30	....	45	35	30
3	West switch wye - Picacho	30	30	30	30	30	30	30	....	30	30	30
3	Picacho crossover	10	10	10	10	10	10	10	....	10	10	10
3	Picacho - Tucson	60	60	50	40	45	40	30	....	45	35	30
3, 7	Tucson North Yd., South Line Jct.—Signal 9851	15	15	15	15	15	15	15	15	15	15	15
4	Wellton east crossover	20	20	20	20	20	20	20	....	20	20	20
4	Wellton east crossover - M. P. 771.32	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 771.32 - 779.99	40	40	40	40	40	30	30	....	40	35	30
4	M. P. 779.99 - 792.50	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 792.50 - 794.03	30	30	30	30	30	30	30	....	30	30	30
4	M. P. 794.03 - 823.61	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 823.61 - 825.18	30	30	30	30	30	30	30	....	30	30	30
4	M. P. 825.18 - Gila	60	60	50	40	45	40	30	....	45	35	30
4, 5	Gila yard, West and East switches	15	15	15	15	15	15	15	....	15	15	15
5	Gila - M. P. 866.98	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 866.98 - 867.85	50	50	50	40	45	35	30	....	45	35	30
5	M. P. 867.85 - 870.12	30	30	30	30	30	30	30	....	30	30	30
5	M. P. 870.12 - 871.40	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 871.40 - 872.10	50	50	50	40	45	35	30	....	45	35	30
5	M. P. 872.10 - Casa Grande	60	60	50	40	45	40	30	....	45	35	30
5	Casa Grande - Picacho	60	60	50	40	45	40	30	....	45	35	30

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—(Continued)

Page	TERRITORY	PASSENGER		FREIGHT		LIGHT ENGINES RUNNING FORWARD	
		Maximum	Gas-Electric T 37 M 4,6, 9, 11 C 8, 9, 10 Mk 2, 4, 5, 6, 7, 8, 9	Freight and Mixed Maximum	Engines and Motors Backing	T 37 M 4,6, 9, 11 C 8, 9, 10 Mk 5, 6, 7, 8, 9	Mk 2, 4
5	Christmas Branch	40	....	30	....	....	....
5	M. P. 923.89 - 924.08	35	35	25	20	35	30
5	M. P. 924.08 - 955.93	40	40	30	20	35	30
5	M. P. 955.93 - 956.07	35	35	25	20	35	30
5	M. P. 956.07 - 964.28	40	40	30	20	35	30
5	M. P. 964.28 - 964.54	30	30	20	20	30	30
5	M. P. 964.54 - 968.79	40	40	30	20	35	30
5	M. P. 968.79 - 972.07	30	30	30	20	30	30
5	M. P. 972.07 - 972.15	15	15	15	15	15	15
5	M. P. 972.15 - 974.12	30	30	25	20	30	30
5	M. P. 974.12 - 974.20	15	15	15	15	15	15
5	M. P. 974.20 - 975.34	30	30	30	20	30	30
5	M. P. 975.34 - 975.48	15	15	15	15	15	15
5	M. P. 975.48 - 976.21	30	30	30	20	30	30
5	M. P. 976.21 - 976.36	20	20	20	20	20	20
5	M. P. 976.36 - 980.35	30	30	25	20	30	30
5	M. P. 980.35 - 980.41	15	15	15	15	15	15
5	M. P. 980.41 - 980.97	30	30	25	20	30	30
5	M. P. 980.97 - 981.03	25	25	25	20	25	25
5	M. P. 981.03 - 981.70	30	30	30	20	30	30
5	M. P. 981.70 - 981.78	25	25	25	20	25	25
5	M. P. 981.78 - 983.27	30	30	25	20	30	30
5	M. P. 983.27 - 987.43	25	25	25	20	25	25
5	Ray Jct. yard	15	15	15	15	15	15
5	M. P. 988.24 - 999.53	30	30	25	20	30	30
5	Hayden Jct. yard and R. & G. V. R. R	15	15	15	15	15	15
5	M. P. 1000.64 - Winkelman	30	30	25	20	30	30
5	Winkelman - Christmas	10	10	10	10	10	10

Page	TERRITORY	PASSENGER		FREIGHT		LIGHT ENGINES RUNNING FORWARD	
		Maximum	Gas-Electric T 37 M 4, 6, 9, 11 C 8, 9, 10	Freight and Mixed Maximum	Engines and Motors Backing	T 37	M 4, 6, 9, 11 C 8, 9, 10
6	Nogales Branch	40	....	35	....	....	....
6	Tucson yard	15	15	15	15	15	15
6	M. P. 986.88 - 1040.11	40	40	35	20	40	35
6	Calabasas Switch	15	15	15	15	15	15
6	M. P. 1040.11 - Nogales	40	40	35	20	40	35
6	Nogales Yard	20	20	20	20	20	20
6	Globe Branch	40	....	30	....	....	....
6	Bowie yard	15	15	15	15	15	15
6	Bowie - M. P. 1137.03	40	40	30	20	40	30
6	Safford yard	15	15	15	15	15	15
6	M. P. 1138.00 - 1145.34	40	40	30	20	40	30
6	M. P. 1146.45 - 1178.03	40	40	30	20	40	30
6	M. P. 1178.03 - 1178.17	30	30	25	20	30	25
6	M. P. 1178.17 - 1206.83	40	40	30	20	40	30
6	M. P. 1206.83 - 1207.01	30	30	25	20	30	25
6	M. P. 1207.01 - 1217.52	40	40	30	20	40	30
6	M. P. 1217.52 - 1218.78	30	30	25	20	30	25
6	M. P. 1218.78 - 1220.59	40	40	30	20	40	30
6	Globe yard	15	15	15	15	15	15
6	Globe, Broad Street Crossing	6	6	6	6	6	6
6	M. P. 1223.09 - 1231.18	20	20	20	20	20	20
6	Miami yard	15	15	15	15	15	15
6	Miami—Live Oak	15	15	15	15	15	15

Pages	TERRITORY	PASSENGER					FREIGHT			LT. ENGINES RUNNING F'WD.		
		Maximum	T 37 Mt 1,2, 3, 4, 5 P1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	SP 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE	T 37 Mt 1, 2, 3, 4, 5 P1, 3, 5, 12	SP 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
7	Tucson, N. Yd., Westward Main track, signals 9883 - 9851	....	....	....	....	....	20	20	20	20	20	20
7	Tucson, Signal 9851 - M. P. 1004.27	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1004.27 - 1010.36	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1010.36 - 1012.62	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1012.62 - 1014.00	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1014.00 - 1016.77	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1016.77 - 1018.08	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1018.08 - 1018.75	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1018.75 - 1018.98	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1018.98 - 1020.63	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1020.63 - 1021.31	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1021.31 - Mescal west interlocking limits	50	50	50	40	45	35	30	....	45	35	30
7	Mescal interlocking limits, normal route	35	35	35	35	35	25	25	....	35	25	25
7	Mescal other crossovers and turnouts	15	15	15	15	15	15	15	....	15	15	15
7	Mescal east interlocking limits—M. P. 1030.86	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1030.86—west switch Benson	40	40	40	40	40	30	30	....	40	35	30
7	Benson yard	30	30	30	30	30	30	30	....	30	30	30
7	East switch Benson - M. P. 1036.96	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1036.96 - 1040.78	25	25	25	25	25	20	20	....	20	20	20
7	M. P. 1040.78 - 1041.98	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1041.98 - 1043.26	45	45	45	40	45	30	30	....	45	30	30
7	M. P. 1043.26 - 1044.50	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1044.50 - 1045.14	25	25	25	25	25	20	20	....	20	20	20
7	M. P. 1045.14 - 1047.50	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1047.50 - 1048.65	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1048.65 - 1050.65	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1050.65 - 1050.86	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1050.86 - 1057.96	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1057.96 - Willcox	60	60	50	40	45	40	30	....	45	35	30
7	Willcox - M. P. 1079.02	60	60	50	40	45	40	30	....	45	35	30
7	M. P. 1079.02 - west switch Bowie	50	50	50	40	45	35	30	....	45	35	30
7	Bowie yard	15	15	15	15	15	15	15	....	15	15	15
7	Bowie—east switch Bawtry	60	60	50	40	45	40	30	....	45	35	30
7	East switch Bawtry - M. P. 1122.51	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1122.51 - 1122.60	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1122.60 - 1124.44	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1124.44 - 1128.68	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1128.68 - Lordsburg	50	50	50	40	45	35	30	....	45	35	30

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

PAGE	STATION	M. P. H.
2-3	Yuma street crossings	5
4-5-7	Tempe	20
4-5	Chandler	20
7	Casa Grande	25
8	Willcox	30
9	Nogales	20
10	Safford	15
10	Pima	15

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed 65 M.P.H.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
SP1, 2 and 3 when inside main rod removed or inoperative	30 M.P.H.
S and SE engines, and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains handling relief outfit must not exceed 25 M.P.H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track, and 15 M.P.H. around curves and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MILE POST	DESCRIPTION	
733.0	Yuma, ice platforms	Side
755.2	Granite Spur, chute on crusher track not clear car higher than ballast car.	
778.0	Gila River bridge	Side
891.0	Agua Fria River bridge	Side
907.0	Phoenix, ice platform	Side
914.0	Salt River bridge	Side
914.4	Tempe, Tempe Milling Co. spur	Side
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform	Side
959.3	Gila River bridge	Side
972.4	Tunnel No. 1 (Christmas Branch)	Overhead and Side
972.5	Gila River bridge (Christmas Branch)	Side
975.4	Rock cut (Christmas Branch)	Side
985.3	Gila River bridge (Christmas Branch)	Side
987.8	Ray Junction, water tank spout	Overhead and Side
988.5	Tunnel No. 2 (Christmas Branch)	Overhead and Side
990.0	Tunnel No. 3 (Christmas Branch)	Overhead and Side
1003.5	Winkelman, ore bins	Side
1007.0	Finney, ore chute	Side
1009.2	Tunnel No. 4 (Christmas Branch)	Overhead and Side
984.2	Tucson, ice platform	Side
1029.6	Tubac, water tank spout	Overhead and Side
1049.8	Nogales, ice platform	Side
1008.1	Cienega Creek bridge	Side
1033.6	San Pedro River bridge	Side
1114.2	San Simon, water tank spout	Overhead and Side
1137.5	Safford, water tank and spout	Overhead and Side
1201.0	San Carlos, water tank and spout	Overhead and Side
1234.1	Inspiration spur, chute	Side
	Globe Branch, pile driver S. P. 2534 will not clear water spouts	

SURGEONS

LOCATION		NAME	TITLE
San Francisco	Cal.	Dr. W. B. Coffey	Chief Surgeon and Manager
Yuma	Ariz.	Dr. J. W. Stacey	District Surgeon
Yuma	"	Dr. C. S. Powell	Asst. District Surgeon
Litchfield	"	Dr. R. L. Penn	District Surgeon
Buckeye	"	Dr. G. C. Rubel	District Surgeon
Phoenix	"	Dr. G. M. Brockway	District Surgeon
Phoenix	"	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix	"	Dr. J. E. Drane	Assistant District Surgeon
Phoenix	"	Dr. D. F. Harbridge	Oculist
Phoenix	"	Dr. W. A. Schwartz	Aurist
Phoenix	"	Dr. Win Wylie	Consulting Surgeon
Phoenix	"	Dr. W. O. Sweek	Consulting Surgeon
Tempe	"	Dr. R. J. Stroud	District Surgeon
Mesa	"	Dr. R. F. Palmer	District Surgeon
Mesa	"	Dr. W. S. Sharp	Assistant District Surgeon
Chandler	"	Dr. J. M. Meason	District Surgeon
Chandler	"	Dr. C. L. Pohle	Associate District Surgeon
Coolidge	"	Dr. H. E. Pinkerton	Emergency Surgeon
Gilbert	"	Dr. L. M. Thompkins	Emergency Surgeon
Florence	"	Dr. G. E. Huffman	District Surgeon
Ray	"	Dr. O. E. Utzinger	District Surgeon
Hayden	"	Dr. C. B. Huestis	District Surgeon
Gila	"	Dr. G. T. Wells	District Surgeon
Gila	"	Dr. V. J. Jeffery	Assistant District Surgeon
Casa Grande	"	Dr. J. E. Redden	District Surgeon
Tucson	"	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	"	Dr. S. C. Davis	Division Surgeon
Tucson	"	Dr. V. G. Presson	Assistant Surgeon
Tucson	"	Dr. R. A. Wilson	Assistant Surgeon
Tucson	"	H. B. Stokes	Aurist
Tucson	"	Dr. E. D. Wells	Oculist
Nogales	"	Dr. W. F. Chenoweth	District Surgeon
Benson	"	Dr. J. N. Morrison	District Surgeon
Benson	"	Dr. L. W. Moffitt	Assistant District Surgeon
Willcox	"	Dr. J. C. Wilson	District Surgeon
Willcox	"	Dr. B. E. Briscoe	Assistant District Surgeon
Bowie	"	Dr. F. W. Parrish	District Surgeon
Lordsburg	N. M.	Dr. C. B. Austin	District Surgeon
Lordsburg	"	Dr. E. M. Parham	Assistant District Surgeon
Safford	Ariz.	Dr. J. N. Stratton	District Surgeon
San Carlos	"	Dr. F. A. Kennedy	District Surgeon
Globe	"	Dr. C. Gunter	District Surgeon
Globe	"	Dr. R. D. Kennedy	Assistant District Surgeon
Globe	"	Dr. W. A. Holt	Consulting Surgeon
Miami	"	Dr. C. M. Cron	District Surgeon
Miami	"	Dr. J. E. Bacon	Assistant District Surgeon

HOSPITALS

General Hospital	Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals	St. Joseph's Hospital	Phoenix, Ariz.
	St. Mary's Hospital	Tucson, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Junction, Tucson, Benson, Bowie, Lordsburg, Globe.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel Underframe	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40-154		78,000		
" " — " " 155-224		89,000		
" " — " " 500-506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft.	100,620		112,985	108,120
" —74 ft. (Ice Sys.)			180,915	173,125
" —74 ft. (Steam Ejec. Sys.)			197,944	181,600
Coaches—60 ft.	98,130		110,380	105,630
" —70 ft.	137,640		151,671	145,140
" —72 ft.			153,782	147,160
" —73 ft.			168,245	161,000
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe Coach		138,600	*152,675	*146,100
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Type Roof) (Ice Sys.)	156,000		170,857	163,500
" —77 ft. (Clere Story Roof) (Ice Sys.)		165,530	179,400	171,675
" —77 ft. (" " ") (Mech. Sys.)			189,581	173,836
" —79 ft.	169,100			
" —80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge			188,949	180,813
Observation—75 ft.	154,400		169,185	161,900
" —77 ft.			194,543	186,166
"		141,870		
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
" " (Mech. Sys.)	160,800	153,000	185,627	170,300
" " Lounge (Ice Sys.)	171,200		187,682	179,600
" " " (Mech. Sys.)	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600		183,920	176,000
" " " (Mech. Sys.)	167,600		193,039	177,100
" Sleeper (Ice Sys.)	163,100		180,075	171,500
" " (Mech. Sys.)	163,100		188,134	172,600
" Tourist (Ice Sys.)	153,000		168,663	161,400
" " (Mech. Sys.)	153,000		167,625	162,500
Rail Gas- Electric Car, 400 H.P.	158,400			
" " " " 600 H.P.	167,200			

*Steel Underframe.

DIVISION MILEAGE

Main Lines

Yuma to Lordsburg	S. P. R. R.		412.60	
Tucson to South Yard Junction	E. P. & S. W. R. R.		7.69	
Wellton to Picacho via Phoenix	A. E. R. R.	195.91		
	P. & E. R. R.	13.10	209.01	
Total Main Lines				629.30

Branches

Benson-Fairbank	S. P. R. R.	Benson Jct., Benson-Fairbank Branch to Benson, Initial Point E. P. & S.W. R. R.		.64	
Christmas	P. & E. R. R.	McQueen to Christmas	74.41		
	A. E. R. R.	McQueen to Christmas	12.26		
	R. & G. V. R. R.	Hayden Jct. to Hayden	.32	86.99	
Florence	A. E. R. R.	Florence Jct. to Poston		6.04	
Globe	A. E. R. R.	Bowie to Inspiration Jct.		136.14	
Litchfield	A. E. R. R.	Litchfield to Litchfield Park		4.92	
Tempe	A. E. R. R.	West Chandler to Tempe Jct.		7.70	
Creamery	A. E. R. R.	At Tempe	.47		
	P. & E. R. R.	Tempe to Normal Jct.	1.74	2.21	
Mesa	P. & E. R. R.	At Mesa	.25		
	A. E. R. R.	Mesa to North Mesa	1.65	1.90	
Nogales	S. P. R. R.	At Tucson	.63		
	T. & N. R. R.	T. & N. R. R. Jct. to Calabasas	55.38		
	N. M. & A. R. R.	Calabasas to Nogales	9.78	65.79	
Total Branches					312.33
Total					941.63

RATING OF LOCOMOTIVES—TUCSON DIVISION

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	McQueen to Christmas	Christmas to McQueen
				Helper	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126..........	1615 to 1719..........	190	3050	2900	3050	2900			3150	3750
M- 4	M-63 20/28 128-S..........										
M- 4	M-63 20/28 135-S..........										
M- 6	M-63 21/28 159-SF..........	1747, 1800..........	200	3750	3600	3750	3600				
M- 9	M-63 21/28 150-S..........	1806, 1828 to 1830..........	210	3950	3800	3950	3800			4100	4900
M-11	M-63 22/28 153-S..........	1832 to 1835..........	200	4150	3950	4150	3950			4250	5100
M-11	M-63 22/28 162-SF..........										
T-37	T-70 24/28 146-S..........	2105, 2106..........	175	3800	3700	3800	3700				
P-1, 3, 5	P-77 22/28 141-S..........	2400 to 2452, 2459, 2460..........	210	3400	3300	3400	3300				
C- 8	C-57 22/30 192-S..........	2513 to 2599, 2698 to 2860	210	4800	4600	4800	4600	3000	4100	4700	5600
C-9, 10	C-57 22/30 200-SF..........										
C-9, 10	C-57 22/30 194-S..........										
TW- 3	TW-50 20/26 120..........	2932 to 2945..........	170	3050	2900	3050	2900	2050	2600		
P-12	P-73 27/28 189-S-F..........	3120 to 3129..........	190	5000	4750	5000	4750				
Mk-2, 4	Mk-57 23¾/30 206-S..........	3200 to 3240..........	210	5600	5400	5600	5400			5650	6750
Mk-2, 4	Mk-57 23¾/30 206-SF..........										
Mk-5, 6	Mk-63 26/28 210-S..........	3241 to 3277..........	210	6000	5750	6000	5750			6100	7300
Mk-5, 6	Mk-63 26/28 210-SF..........										
Mk-7, 8, 9	Mk-63 29/30 247-S..........	3300 to 3324..........	176	5700	6350	5700	6350				
Mk-7, 8, 9	Mk-63 29/30 257-SF..........										
F- 1	F-63 27½/32 273-S..........	3600 to 3652..........	200	5900	6700	5900	6700				
F- 3	F-63 29½/32 307-S..........	3653 to 3667..........	200	6300	7100	6300	7100				
F-4, 5	F-63 29½/32 306/B-61-SF....	3668 to 3763..........	200	6600	8000	6600	8000				
F- 5	F-63 29½/32 306/B-62-SF....	3764 to 3768..........									
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376..........	210	5700	6400	5700	6400				
Mt-2	Mt-73 29/30-262-SF	4385 to 4390..........	210	5850	6600	5850	6600				
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF....	5000 to 5048..........	225	8000	8000	8000	8000				
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF....										
Allowance for empty and underloaded cars..........		Less than 40 Ms..........		6	6	6	6	6	6	6	6
		40 Ms. to 50 Ms..........		3	3	3	3	3	3	3	3
		More than 50 Ms..........		0	0	0	0	0	0	0	0
				Helper 0.5 Yuma to East Yard Helper 1.0 Except Helper C-8, 9, 10 with Classes Mk-7, 8, 9 F-1, 3, 4, 5; Mt-1, 2, 3, 4, 5 SP-1, 2, 3 Pembroke to Mohawk, Lava to Sentinel, Gila to Estrella	Double Kim to Mohawk	Double Saddle to Harqua					

RATING OF LOCOMOTIVES—TUCSON DIVISION—Continued

IN Ms OF 1,000 LBS. BACK OF TENDER

				EASTWARD				WESTWARD					EASTWARD					WESTWARD				
Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson-Mescal	Benson-Dragoon San Simon Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg	Willcox-Raso Conrad-Pyra	Lordsburg-Pyra	Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson Mescal-Tucson	San Simon Bowie	Bowie-Raso 2 M. E. Cochise-Dragoon	Mondel-Steins Benson-Mescal	Bowie-San Carlos	San Carlos Cutter	Cutter-Pinal	Pinal-Globe	Globe-Miami	Miami-Globe	Globe-Pinal	Pinal-San Carlos	San Carlos Tanque	Tanque-Bowie
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M-6	M-63 21/28 159-SF	1747, 1800	200	1950	1500	6000	2900	3250	6000	3650	2250	1500										
T-37	T-70 24/28 146-S	2105, 2106	175	2000	1550	6000	3000	3350	6000	3750	2300	1550	3700	2250	950	6000	1500	1050	950	6000	3150	2400
C-8	C-57 22/30 192-S	2513 to 2599 2698 to 2860	210	2500	1950	8000	3750	4150	8000	4650	2900	1950	4900	3000	1310	8000	2000	1400	1310	8000	4170	3220
C-9, 10	C-57 22/30 200-SF																					
C-9, 10	C-57 22/30 194-S																					
TW- 3	TW-50 20/26 120	2932 to 2945	170	1600	1250	6000	2400	2650	6000	2950	1850	1250	3200	1950	850	7000	1300	900	850	7000	2700	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	2600	2000	8000	3900	4350	8000	4900	3000	2000	4850	2980	1300	8000	1980	1390	1300	8000	4100	3200
Mk-2, 4	Mk-57 23¾/30 206-S	3200 to 3240	210	2800	2200	8000	4250	4750	8000	5300	3250	2200										
Mk-2, 4	Mk-57 23¾/30 206-SF																					
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	3150	2450	8000	4700	5250	8000	5850	3650	2450										
Mk-5, 6	Mk-63 26/28 210-SF																					
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	3500	2750	8000	5200	5800	8000	6500	4000	2750										
Mk-7, 8, 9	Mk-63 29/30 257-SF																					
F-1	F-63 27½/32 273-S	3600 to 3652	200	3700	2900	10000	5500	6100	10000	6850	4250	2900										
F-3	F-63 29½/32 307-S	3653 to 3667	200	4200	3300	10000	6300	7000	10000	7800	4850	3300										
F-4, 5	F-63 29½/32 306/B-61SF	3668 to 3763	200	4750	3750	10000	7100	7850	10000	8800	5450	3750										
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768																				
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	3800	2950	10000	5650	6300	10000	7050	4350	2950										
Mt-2	Mt-73 29/30 262-SF	4385 to 4390	210	3550	2800	10000	5350	5950	10000	6700	4100	2800										
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	5350	4350	10000	8000	8850	10000	10000	6150	4350										
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF																					
	Allowance for empty and underloaded cars	Less than 40 M's		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific
"F"—2-10-2
"MT"—Mountain
"SP"—Southern Pacific

Example:—Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

$$\text{C-57}\overset{22}{\underset{30}{\text{———}}}187$$

ASSISTANT SUPERINTENDENT

L. C. GRAM

TRAINMASTERS
B. S. BAUMANN..................Yuma
G. A. BAYS..................Phoenix
J. J. COWIN..................Tucson

CHIEF TRAIN DISPATCHER

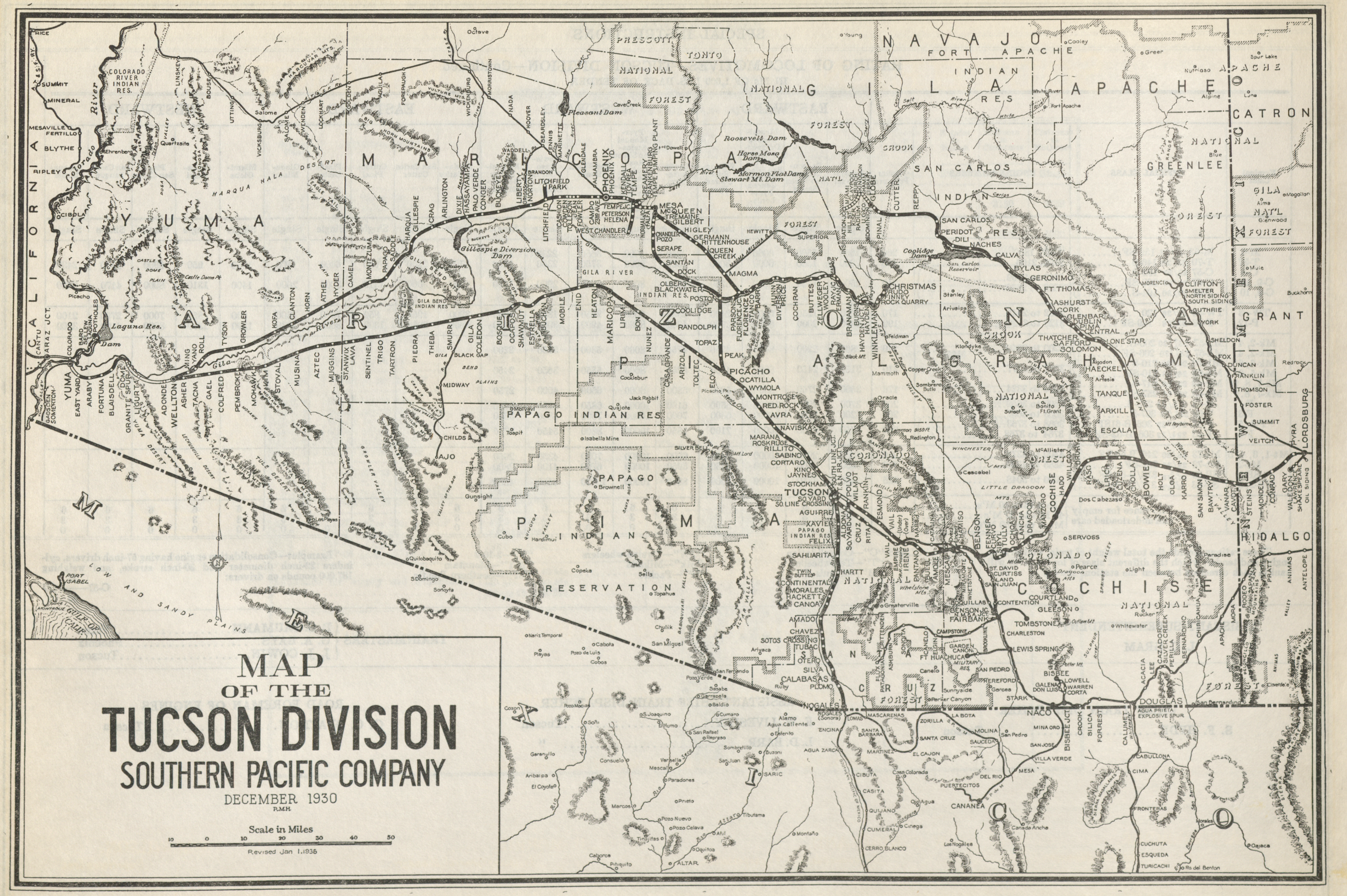
S. F. HYDE..................Tucson

ASSISTANT CHIEF TRAIN DISPATCHER

F. W. LIVESLEY..................Tucson
L. D. BARR.................. "

ROAD FOREMAN OF ENGINES

G. C. GRAYDON..................Tucson



MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

DECEMBER 1930

R.M.H.

Scale in Miles

Revised Jan 1, 1935

CALIFORNIA
ARIZONA
MEXICO
NEW MEXICO
YUMA
MARICOPA
PINAL
PIMA
SANTA CRUZ
COCHISE
GRAHAM
GREENLEE
GILA
NAVAJO
APACHE
CATRON
GRANT
HIDALGO
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
GILA NAT'L FOREST
APACHE NATIONAL FOREST
FORT APACHE INDIAN RES
SAN CARLOS INDIAN RES.
PAPAGO INDIAN RES
PAPAGO INDIAN RESERVATION
GILA RIVER INDIAN RES.
GILA BEND INDIAN RES.
COLORADO RIVER INDIAN RES.
Roosevelt Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Pleasant Dam
Coolidge Dam
San Carlos Reservoir
Gillespie Diversion Dam
Laguna Res.
Colorado River
Gila River
Salt River
San Pedro River
Santa Cruz River
HARQUA HALA DESERT
LOW AND SANDY PLAINS
GULF OF CALIF.
PORT ISABEL
YUMA
WELLTON
MOHAWK
GILA BEND
AJO
PHOENIX
TEMPE
MESA
CHANDLER
BUCKEYE
LITCHFIELD PARK
COOLIDGE
FLORENCE
CASA GRANDE
MARICOPA
PICACHO
RED ROCK
MARANA
TUCSON
VAIL
BENSON
FAIRBANK
CONTENTION
TOMBSTONE
CHARLESTON
LEWIS SPRINGS
HEREFORD
BISBEE
NACO
DOUGLAS
NOGALES
CALABASAS
TUBAC
AMADO
SAHUARITA
PATAGONIA
ELGIN
SONOITA
FT HUACHUCA
COCHISE
WILLCOX
BOWIE
SAN SIMON
STEINS
LORDSBURG
SAFFORD
SOLOMON
PIMA
FT THOMAS
GERONIMO
BYLAS
CALVA
SAN CARLOS
PERIDOT
GLOBE
MIAMI
SUPERIOR
RAY
HAYDEN
WINKELMAN
KELVIN
CHRISTMAS
CLIFTON
MORENCI
DUNCAN
WELLTON
SALOME
WICKENBURG
AGUILA
HASSAYAMPA
ARLINGTON
HYDER
DATELAND
CANANEA
NACOZARI
AGUA PRIETA
ALTAR
MAGDALENA
SARIC
N